2/24/05

ROUTE CONCEPT REPORT SUMMARY

DRAFT

ROUTE 33

05-SB-33	P.M. 0.0/8.18
05-SLO-33	P.M. 0.0/4.95
07-VEN-33	P.M. 0.0/57.51

ROUTE CONCEPT

Segments

I	VEN-P.M. 0.0/T5.7	4-lane freeway - LOS C, 40-49 mph
II	VEN-P.M. T5.7/12.8	4-lane conventional highway LOS C, 40-49 mph
III	VEN-P.M. 12.8/57.5	2-lane conventional highway LOS C, 40-49 mph
IV	SB-P.M. 0.0/8.18	2-lane conventional highway LOS C, 40-49 mph
V	SLO-P.M. 0.0/4.95	2-lane conventional highway LOS C, 40-49 mph

CONCEPT RATIONALE

The existing facility is primarily a 2-lane conventional highway, serving as the only link between the Cities of Ojai and Ventura as well as the major link to the Los Padres National Forest. For portions of Segment II, traffic demand far exceeds the existing capacity, which if not corrected, will result in a heavily congested route.

AREAS OF CONCERN

TASAS Table C has identified portions of this route as having accident rates above the expected levels. Traffic Operations is investigating these portions to determine the scope of action needed to resolve these problems.

IMPROVEMENTS

Segments

I	VEN-P.M. 0.0/T5.7	No improvement needed
II	VEN-P.M. T5.7/12.8	One additional lane of capacity in each direction
III	VEN-P.M. 12.8/57.5	Upgrade/Operational Improvements
IV	SB-P.M. 0.0/8.18	Upgrade/Operational Improvements
V	SLO-P.M. 0.0/4.95	Upgrade/Operational Improvements

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ROUTE 33

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STATEMENT OF PLANNING INTENT

This Route Concept Report (RCR) is a planning document which expresses the Department's judgment on what the characteristics of Route 33 should be to respond to the projected travel demand over the 20-year planning period.

It contains the Department's goal for the development of Route 33 in terms of level of service and broadly identifies the nature and extent of improvements needed to reach these goals. It provides the basis for the preparation of a route development plan and the system analysis which indicates the level of service provided on the system at a given level of funding.

This report was prepared by District 7, in cooperation with District 5, and represents the combined expertise of the district's staff. Facility dimensions (e.g., roadway widths or number of lanes on a multi-laned facility) discussed in this report represent an initial planning approach to scoping candidate improvements and determining estimated costs.

All information in this RCR is subject to change as conditions change and new information is obtained. Consequently, the

nature and size of identified improvements may change as they move through the project development stages, with final determinations made at the time of project planning and design. If the nature and size of improvements change from that included in this report during later project development stages, this will be cause to review this RCR.

For continuity and to create a consistent route concept, this report addresses both the District 5 and District 7 portions of Route 33. It should be noted however, that each district's funding allocations are apportioned separately.

ROUTE SEGMENT DESCRIPTION

Setting:

In District 5, Route 33 is a conventional highway originating at the Ventura County Line (District 7's boundary) and traversing northwesterly the counties of Santa Barbara (P.M. 0.0/8.18) and San Luis Obispo (P.M. 0.0/4.95), a distance of approximately 13 miles (see Exhibit A). The topography along this portion of the route is flat to rolling terrain.

District 7's portion begins at Route 101 (P.M. 0.0), west of Ventura and runs northerly to the Santa Barbara County Line (P.M. 57.51) (see Exhibit A). The route traverses the unincorporated areas of Ventura County and the Cities of Ventura and Ojai. It is both a freeway (P.M. 0.0/T5.68) and a conventional

highway (P.M. T5.68/57.51) which crosses terrain that varies from flat to mountainous with grades in excess of six percent.

Land Use:

Undeveloped rural land with some agricultural and recreational land uses predominate in District 5's portion of this route. In District 7, the route traverses recreational (Los Padres National Forest), agricultural, commercial, industrial and residential land uses.

Alternate Routes:

No facilities directly parallel this route. However, Route 5 and Route 101 provide a more direct northerly and southerly route.

ROUTE CLASSIFICATION AND PURPOSE

Route 33 is classified as MA (rural minor arterial) in District 5. Except for the following two locations, which are classified as PIM (extension of a rural minor arterial into an urban area), it has the same classification in District 7.

- District 7 P.M. 0.0/2.2 - Route 101 to Shell Road
- District 7 P.M. 7.9/12.8 - Creek Road to Fairview Avenue

The route serves as an interregional and recreational facility in District 5. The route in District 7, has the same purpose as well as providing a commute facility between the Cities of Ojai and Ventura.

EXISTING FACILITIES

Route 33 is primarily a two-lane conventional highway with occasional passing/climbing lanes. Between Portal Street and La Cross Street (P.M. 8.4/9.1), and between Route 150 and Roblar Drive (P.M. 11.2/12.0), Route 33 is a four-lane conventional highway. A four-lane freeway segment also exists (Segment 1) from Route 101 to Casitas Vista Road (P.M. 0.0/T5.7).

The typical cross section for the freeway segment is four twelve-foot-wide lanes, eight-foot-wide shoulders and median widths from eight feet to ninety feet. The conventional highway portion varies from ten- to twelve-foot-wide lanes. There are no shoulders and for the majority of the route, no median exists.

Transit Facilities:

The South Coast Area Transit Lines (SCAT) operates one bus along this route. It makes thirteen daily trips between the Cities of Ojai and Ventura. No park-and-ride facilities exist in this corridor.

Traffic Controls:

There are five signalized intersections along Route 33. The following identifies their location and phasing:

P.M.	Cross Street	Phasing
8.51	Lamier Street	4 phase
8.79	Oak View Avenue	4 phase
9.00	Santa Ana Boulevard	4 phase
11.20	Baldwin Road (Route 150 W)	4 phase
11.21	Maricopa Highway (Route 150 E)	3 phase

All signalized intersections possess left turn pockets.

EXISTING OPERATING CONDITIONS

In District 7, one section of Route 33 operates below a Level of Service (LOS) of D, Creek Road to Route 150 (P.M. 7.9/11.2). The remainder of the route operates at a LOS of C or better. An LOS of A is the existing operating condition for District 5 (see Exhibit C).

Exhibit B shows the annual average daily traffic (ADT), peak hour volumes and V/C ratio for Route 33, in both District 5 and District 7. This exhibit shows the worst case situation.

Accidents:

Exhibit B shows the accident rates (F+I and AR) and the expected rates for each section. The expected level represents the Statewide average accident rate for a particular highway classification. In District 7, the following locations have been identified by TASAS Table C as requiring attention by Traffic Operations:

SEG.	P.M.	FACILITY	ACTUAL F+I/Total	EXPECTED F+I/Total
I	2.56/2.76	Frwy.	2.20/3.30	0.33/0.73
II	6.07/6.27	Conv.	2.93/6.59	1.26/2.43
III	15.91/16.11	Conv.	61.47/61.47	1.70/3.14
III	17.17/17.37	Conv.	16.86/50.59	1.82/3.49
III	18.77/18.97	Conv.	69.59/92.79	2.03/3.76

District 5's Table C did not identify any locations as requiring attention.

ANTICIPATED CORRIDOR GROWTH

In District 7, the Los Angeles Regional Transportation Study (LARTS) model was used to forecast the year 2005 traffic estimates. These estimates are based on "SCAG's 1982" Growth Forecast Policy. Major growth is anticipated for the southern Ventura County area. District 5 staff projected the year 2005 traffic estimates. These estimates anticipate no major growth for this portion of the corridor.

STIP PROJECTS

The 1984 STIP does not identify any projects in either District 5 or District 7 which will affect capacity.

FUTURE OPERATING CONDITIONS

Exhibit B shows the anticipated ADT's, peak hour volume and the D/C (anticipated demand/capacity) for the year 2005. Traffic

volumes are anticipated to increase 60% along the freeway segment and between 6% and 55% along the conventional highway portions in district 7. In bothe counties over which District 5 has jurisdiction, a 100% increase in traffic volumes is anticipated.

In the year 2005, the anticipated LOS will range between LOS A and LOS F, (in segments 2 and 3). The freeway segment (seg 1) will operate at LOS C or better with speeds of 40 mph or greater. Exhibit C shows the LOS for existing, year 2005 and for the route concept.

ROUTE CONCEPT

The concept for Route 33 is to maintain a LOS D. To achieve this concept one additional lane of capacity is needed between the end of freeway (P.M. R5.7) and the north junction of Route 150 (P.M. 11.2). The remainder of Route 33, in both Districts, will operate at an acceptable LOS. However, segments 3 through 5 should be upgraded and Operational Improvements should be made, i.e., improve the roadway's geometrics.

This concept is based on the peak direction (worst case) traffic. The improvements described above will provide a LOS D or better in this direction. In some segments and in the reverse direction flow the resulting LOS will be much better. See Exhibit C for the entire range of anticipated LOS with this route concept.

Concept Rationale:

The existing facility is primarily a 2-lane conventional highway,

serving as the only link between the Cities of Ojai and Ventura as well as the major link to the Los Padres National Forest. For a portion of segment 2, projected traffic demand far exceeds the existing capacity, which if not corrected, will result in a heavily congested facility.

OTHER FACTORS

Route 33 is used for bicycle touring. Between 1979 and 1981, five reported bicycle/motor vehicle accidents occurred on this route. This represents 7% of the county's total bicycle/motor vehicle accidents. Currently, Ventura County is proposing to construct a Class 1 bicycle facility which will parallel Route 33. This facility, when completed, will entice bicyclists from using Route 33.

2/2/88

LEVEL OF SERVICE

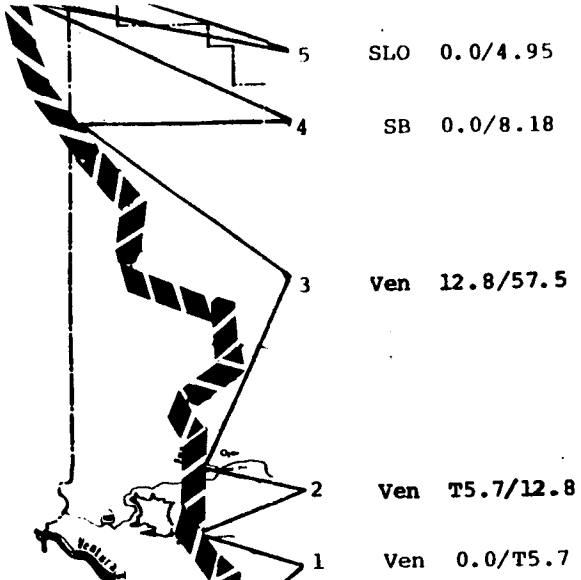
LOS	MPH	CONGESTION INDEX	
A,B	55 →	F0	15min - 1hr.
C	50 - 54	F1	1hr. - 2hr.
D	40 - 49	F2	2hr. - 3hr.
E	30 - 39	F3	3hr. →
F	≤ 30		

ROUTE 33 VEN, SB, SLO

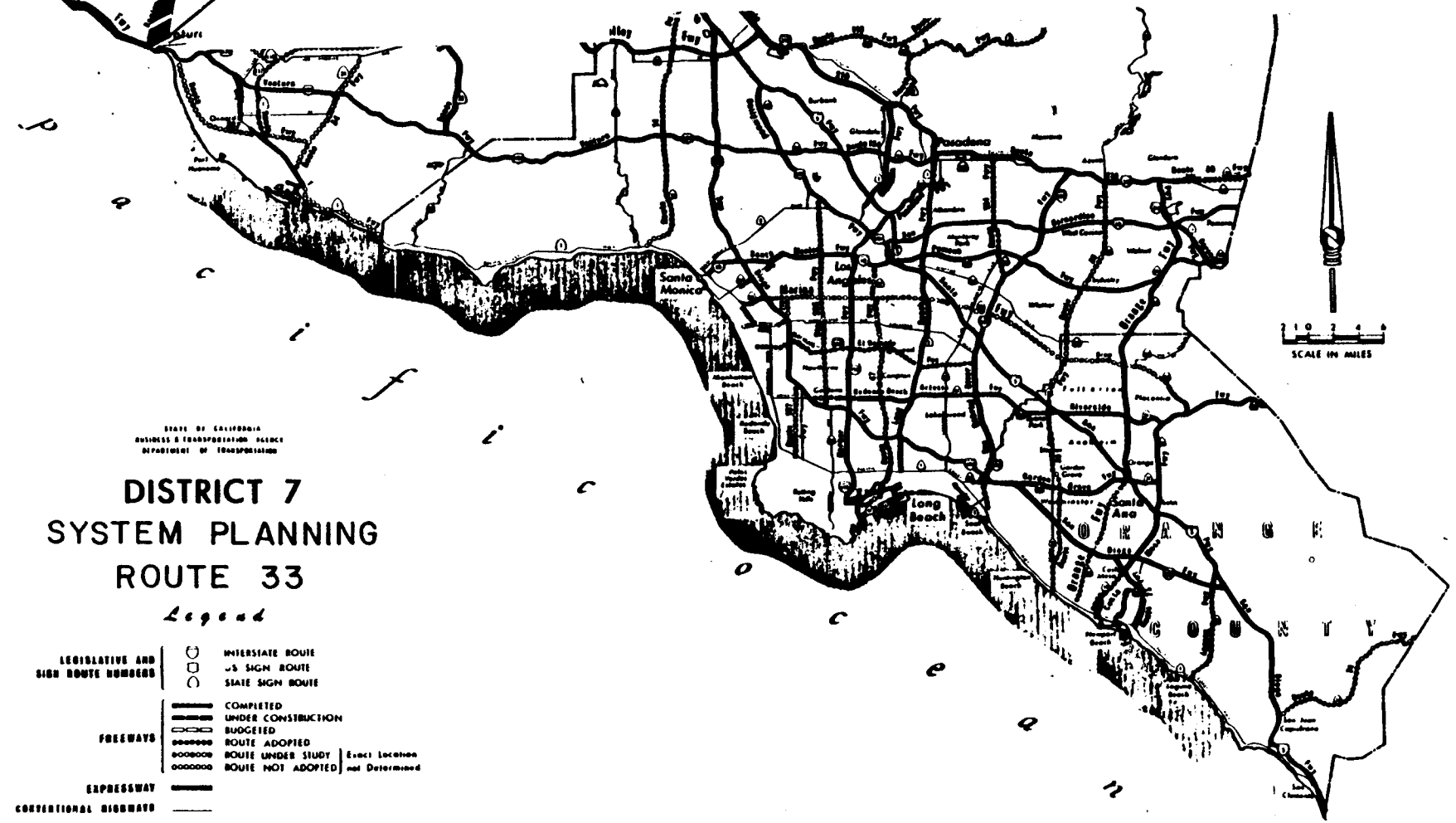
LIMITS VEN - RTE 101/SB Co. LINE - SB - VEN Co. LINE/SLO Co. LINE
SLO - SB Co. LINE/KERN CO. LINE

SEG.	LIMITS	POST MILE	NORTHBOUND LANES						SOUTHBOUND LANES					
			A.M. PEAK			P.M. PEAK			A.M. PEAK			P.M. PEAK		
			EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR
I	RTE. 101	0.0/2.2	A	A	B	B	C	C	B	C	C	A	A	B
	END FWY	2.2/R5.7	A	A	B	A	B	B	A	B	B	A	A	A
II		R5.7/7.9	C	F≤19	B	C	F≤19	C	C	F≤19	C	C	F≤19	B
	JCT 150	7.9/11.2	E	F≤19	A	E	F≤19	C	E	F≤19	C	E	F≤19	A
		11.2/12.8	C		B	C	E	C	C	E	C	C	E	B
III		12.8/51.5	A	A	A	A	A	A	A	A	A	A	A	A
IV		0.0/8.18	A	A	A	A	A	A	A	A	A	A	A	A
V		0.0/4.95	A	A	A	A	A	A	A	A	A	A	A	A

EXHIBIT C



SEG.	Route 33 PM (LIMITS)	EXISTING FAC	EXISTING LOS	2005 NULL LOS	2005 ROUTE CONCEPT FAC	2005 ROUTE CONCEPT LOS	2005 ROUTE CONCEPT IMPROVEMENTS
I	0.0/T5.7 (Rte 101-Casitas Vista Rd.)	4F	C	C	4F	C	None
II	T5.7/12.8 (Casitas Vista Road-Route 150)	2C	E	F	4C	C	One lane each direction
III	12.8/57.5 (Rte 150-Ven/SB Co. line)	2C	C	C	2C	C	Upgrade/Operational Improvements
IV	0.0/8.18 (Ven/SB Co. line-SB/SLO Co. line)	2C	C	C	2C	C	Upgrade/Operational Improvements
V	0.0/4.95 (SB/SLO Co. line-SLO/ Kern Co. line)	2C	C	C	2C	C	Upgrade/Operational Improvements



STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DISTRICT 7
SYSTEM PLANNING
ROUTE 33

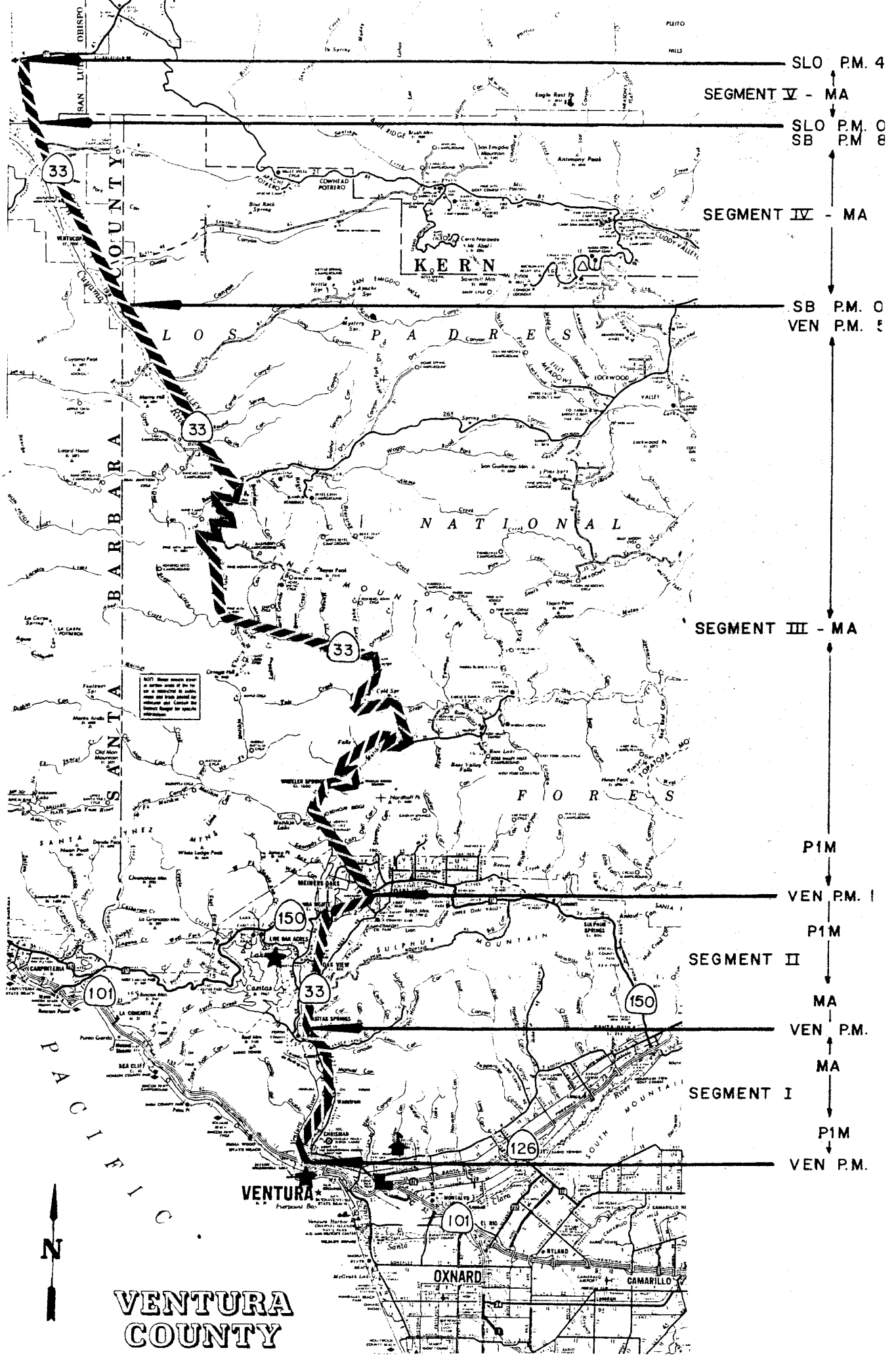
Legend

LEGISLATIVE AND SIGN ROUTE NUMBERS
- INTERSTATE ROUTE
- US SIGN ROUTE
- STATE SIGN ROUTE

FREEWAYS
- COMPLETED
- UNDER CONSTRUCTION
- BUDGETED
- ROUTE ADOPTED
- ROUTE UNDER STUDY (Exact Location not Determined)
- ROUTE NOT ADOPTED (Exact Location not Determined)

EXPRESSWAY

CONVENTIONAL HIGHWAYS



SEGMENT (PM)	NO. of LANES N/B — S/B		I VEN 0.00/15.7			II VEN 15.7/42.8			III VEN 42.8/57.5			IV SB 0.00/8.18			V SLO 0.00/4.95		
			EXIST.	2005 Null	RCR	EXIST.	2005 Null	RCR	EXIST.	2005 Null	RCR	EXIST.	2005 Null	RCR	EXIST.	2005 Null	RCR
22'/8'	2	2	2	2	2	1	1	2	1	1	1	1	1	1	1	1	1
22'/8'	2	2	2	2	2	1	1	2	1	1	1	1	1	1	1	1	1
22'/8'	2	2	2	2	2	1	1	2	1	1	1	1	1	1	1	1	1
10'/8'	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1
10'/8'	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1
									0'/10'	0'/10'	0'/10'	0'/0'	0'/0'	0'/0'	0'/0'	0'/0'	0'/0'

ROUTE CONCEPT REPORT

ROUTE 33

P.M. VEN 0.00/57.5

P.M. SB 0.00/8.18

P.M. SLO 0.00/4.95